



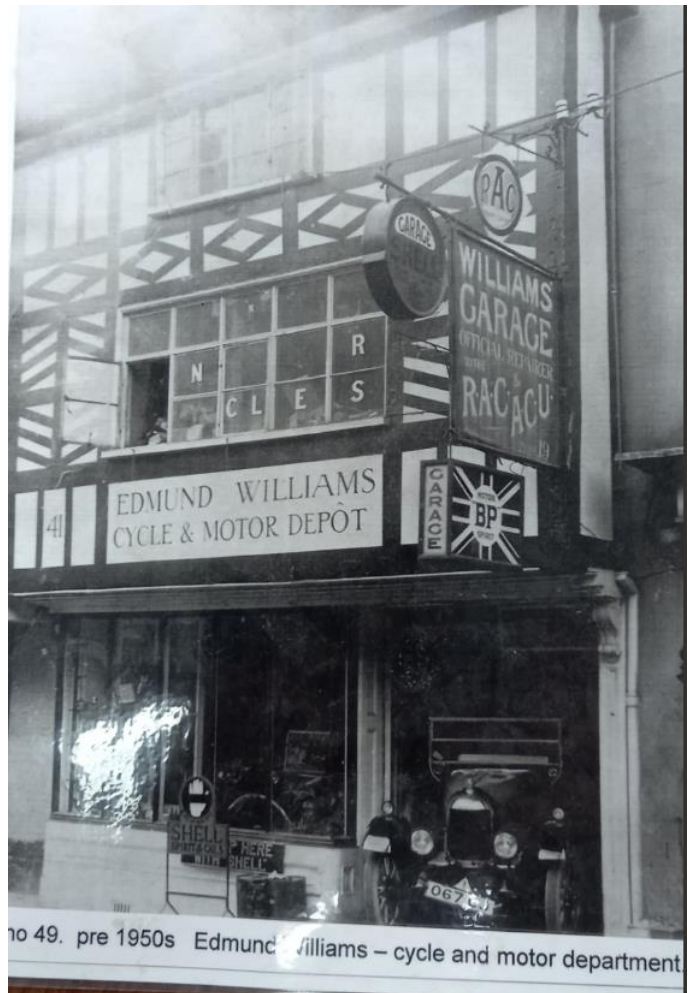
The Crankhandle

May 2024 Issue 86

Newsletter of the Hereford Austin Seven club



No 49. 1910 Edmund Williams – cycle and motor department



no 49. pre 1950s Edmund Williams – cycle and motor department

Cycle repairer, Bromyard in 1910, becoming more of a car repairer by the 1940s: Sent in by Eddie Loader: it is now a betting shop: how civilisation progresses.

Deadline for next issue: Mon 22nd July 2024 please

We would particularly welcome anything technical: hints, photos, articles, drawings, any errors you made during a repair.

Chairman's View.

All sorts of activities have already been happening and we are only in May!

The FBHVC Drive-it-Day run on 25th April was a great success thanks to organisers Pat Caine and Brian Bedford. We have also had a skittles evening in Leominster, the Bluebell Walk at Bosbury, a club evening talk on Sports Personalities, and a few films on Tim Bradley's engine rebuild and his time at the Curborough Track event with his 'hand built' Special. Added to these are a few public events such as the Coleford Carnival of Transport and the Border County's Steam and Country Fair and Kip Waistell's lunchtime meets. Sadly, the April lunch-time meet was a disaster for Roland Alcock ending in his RN being written off on his way home by a 'modern' pulling out from a side turning, in front of him. Thankfully, although injured, this was not too serious. Many of you would have seen Roland's dash-cam footage which speaks a thousand words and raises the thought that perhaps we all ought to have one! Alas, in the same week, Michael Harcourt's Ruby decided to roll backwards downhill, writing off the body, which rapidly became 'corrugated' when thankfully stopped by a large rock. It is an interesting outcome for both cars, as Roland and Michael have already sourced replacements; who said that Austin Seven drivers are not resourceful!

I will say little about the Drive-it-Day run as I do not want to steal Dave Rusher's thunder. What I will add is that there cannot be many clubs who have the luxury of one of their members

bringing along
their own
breakdown lorry;
see photograph
of Mike and Tess
Smith's recovery
vehicle, which I
am sure that an
Austin Seven
would fit nicely
into. Fortunately,
no breakdowns
occurred so the
recovery activity
was not tested!

Recently, I have
had need to
renew my classic
car insurance



policy for another year. My renewal from RH was disappointingly high which, I was expecting to some extent as we are told that all car insurance has risen somewhat. However, I thought that I would get a few more quotes, six in total. To my surprise, RH was one of the highest. This was partly that on top of the £227.79 renewal, it was a further £21 for legal expenses cover, making a total of £248.79. This renewal quotation is for both the Opal and the Cambridge, but I cannot drive them both at the same time! In all, I contacted RH three times as I felt disappointed that I may have to leave them after many, many years. RH immediately offered an alternative price of £226.01 when I told them that I had got a better quote. Pity that they did not offer that price in the first place. I finally went with one of the other well-known classic vehicle insurers paying £200.52, which had exactly the same cover. The point is, £48.27 is a lot to pay for loyalty, and the moral for Insurers is surely that they should not forget that we have a choice.

For those members that have not been to recent monthly meetings, you may not be aware of my request for Austin Seven photographs. A few years ago, I collected photographs of members' activities with their A7s, to put into a club calendar. Due to its popularity I propose to do the same for 2025. If you would like to contribute to this, then please let me have A7 photographs preferably by e-mail. I particularly want an A7 in snow for the January page. In order to meet printing deadlines, please let me have your contributions by the end of September at the latest. Many thanks in advance, and particularly to those who have sent me their pictures already.

Enjoy what you do over the summer months with your Seven's and do not forget 'Bring Your Car' night on the last Tuesday in June.

Happy Sevenning, Michael.

Secretary's Corner

Heather and I really enjoyed the very well-attended Club's 'Drive-it-day' outing, skilfully arranged for one of the few fine days since Christmas. Our thanks to Brian and Pat for finding an excellent route, nearly fifty miles almost entirely free of main roads. It was lovely to see so many entrants sporting 'Childline charity' rally plates.

Something funny happened when we recently tootled up to Yorkshire to help friends retrieve an A7 Ruby bodyshell. We stopped for mid-morning coffee, where a very friendly waitress asked if we were travelling north on holiday. I explained that friends had recently suffered an accident in their Austin Seven and we were going to Harrogate to help pick-up a body. The poor lady was visibly shaken and apologised profusely for asking. She was mightily relieved when Heather explained that the 'body' was that of a ninety year old car.

I was horrified to see the dashcam footage of Roly's accident, where a modern pulled-out in front of him. I understand Roly has been patched-up, but clearly the outcome could have

been much worse. On behalf of the whole club, I wish him a complete and rapid recovery. It's very encouraging that he has already acquired a replacement Box Saloon.

News from the workshop

I have had a change of heart regarding the brakes for the A7 Special I'm building. I happened upon some part-machined alloy backplates, so, am now finishing them to take Morris Minor 7" hydraulic cylinders, springs and shoes. One step forward and two steps back! Does anyone want a complete set of Semi-Girling brakes with sound backplates, new cables, bushes, levers, springs and shoes etc etc?



Happy motoring Bob Garrett

Tim Bradley's Special

Getting up at 6am travelling to Curborough and on the course by 9am, this was my first time at Curborough and everyone was keen to see the newcomers car...I took my nephew and we had a great day. We had 10 runs altogether, packed up and left at 3pm, and back home and unpacked by 7pm...what a great but tiring day.

Two years to build, firstly an engine (2022) then a car and body (2023), and then take it to an event in March of 2024...this is quite a lengthy process doing it all on a minimal budget...however the total of **12 minutes on the track** was well worth it and the car performed really well.

Mike Smith can take pride that his white metalled big end bearing did the job...

The first run was a bit spluttery and lack of pull, this was soon remedied by adjusting the fuel mixture and timing a little, for the 2nd and subsequent runs the car was pulling brilliantly, as we made our way into our final 3 or 4 runs after lunch, we were finding the track line, and getting much, much quicker..

I did notice a little front brake drag, but decided not to tinker with that in the pit area, but instead deciding to leave that joy for one evening back in the shed at home..

Not too bad for a car that started as a cardboard mock up, turned into timber and aluminium, inspected and registered with the DVLA, trialled on the road in late 2023, and then raced at Curborough in March of 2024.

My thanks go to Gerwyn Lloyd, Mike Smith, Peter Rowlands, Chris Biddlecombe and of course my wife, Mary, without whom none of this could have happened. Thank you for your help and support.

The process of designing and building a car, even in its simplest form is not one for the faint-hearted, there is no doubt that a lot of differing skills are required.

I had two comments from my neighbour during and after this process...



"what the ??? are you doing building a cardboard car?"

and then when I showed him the video of my lap at Curborough

" well yours looks and goes as good as the others, I didn't think that when you started with your cardboard car"

.....these comments, I felt were the ultimate compliment. Hopefully the readership will enjoy

the photographs and use this as inspiration for your own builds and tinkering.....



*Tim Bradley at speed,
courtesy David
Southcott*

Sump Reinforcing Strips



The Devon Club published an article about this in their newsletter. *Eddie wrote to them:*

I designed and manufactured 5 sets of these, and sold them very quickly for £15 each at my stall in Beaulieu A7 autojumble 10 years ago.

My aim was to prevent oil leaking out of the joint between sump and crankcase, but I also had a theory that the design would make the whole lower Crankcase stronger.

The Devon Club responded

My strips may have been acquired from the workshop of the late Ralph Villis who was a regular visitor to Beaulieu, and I think was at one time a judge. It may well be that he was one of your 5 customers!! I will report in a few months on how successful the strips are. I see no reason why they will not work, and it is strange that nobody has picked up on such a simple idea to cure a well known problem.

Eddie replied: My original idea was to improve on Austin's design, which worked reasonably well when the sump was new, to keep the engine oil captive. But the problem is the very thin gauge of steel used in the sump pressing, resulting after a short period of time with a distorted mating face, which of course made it difficult to make the sump joint oil-tight. I have often wondered why Austin used such light gauge steel in their sump pressing,

I believe it was to reduce production costs, and also to reduce the completed engine weight, of course there was a hidden benefit from the constant sump leaks, which was that when the vehicle was in motion, the car chassis and floor pan were sprayed with leaked engine oil, resulting in an efficient underseal medium.

I honestly can't lay claim to originality for this modification, I first observed that Vauxhall used a reinforcing medium on the sumps of Vauxhall front wheel drive engine units.

For interest, I did look into the possibility of having the strips cut in one piece by the Laser process, but the cost was horrendous due to material wastage

Martin Prior and Son's Motor Works

Frank wrote to Martin Prior after the HA7C visit:

No-one I have asked is quite sure how much wooden framing is present in the various A7s. The vans and the fabric saloons all had wooden structural bodywork, but how about the others?

I believe the doors are wooden framed on all A7 variants, and there are wooden components to attach the trim.

Did any of the other variants have a timber frame, to which the steel/aluminium was attached: eg the Chummys?

Was the TopHat saloon wooden framed?

Perhaps you could tell me what wooden parts you are commonly asked for, which might be a simpler question

Martin Prior replied:

I could write a thesis on this!

All Austin-built bodies were ash-framed to a greater or lesser degree. However, very few, if any, were truly coachbuilt - ie. a substantial, complete, rigid timber frame, over which the cladding was fixed, as used in Swallows, for example..

You are correct in singling out vans and fabric saloons; these are the only types that had any degree of "free standing" timber frames, although the fabric saloons generally used the same framing as their metal-clad equivalents with the addition of some quite substantial steel brackets and internal panels to hold the whole lot together. In all other models, Chummies included, the timber frames were part of a composite structure in which the metal skin provided part of the strength and rigidity, with the woodwork reinforcing it and maintaining the shape.



Some of the woodwork from a Mk 1 Ruby ARQ, courtesy Martin Prior and Son

When in 1930 steel bodies became the norm, they were still ash framed. However, the individual pressed body sections were pre-framed, before being welded together to form a complete body shell; we often find burnt timber where the roof is fixed to the windscreen pillars.

When the Mk1 Ruby was introduced, an attempt was made to reduce the amount of woodwork in the body, and there quite a number of pressed-steel frame parts, complete with captive nuts. These are particularly evident in the doors.

Interestingly, the Mk2 Ruby reverted to a much greater reliance on timber and in fact has more woodwork in it than any other Austin-built body. Previous models seem to have been treated with some sort of preservative, but late-model Rubies are extremely prone to woodworm attack.

When it comes to replacement parts, we prefer to replace all of the woodwork at one go. After that, we would always recommend replacing complete sub-assemblies; door frames, roof structures and rear quarter frames in that order. Measurements used in the original manufacture seem to have been pretty vague and we really don't like supplying individual components, as they are rarely a good fit with old parts and we get the blame for it!

WHEEL NUTS and Kinetic Energy by Eddie Loader

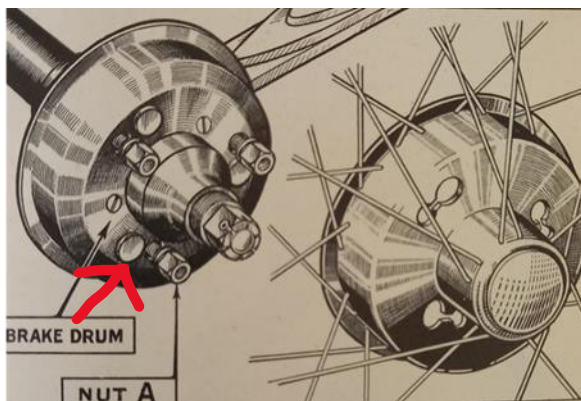
The wheel attachment of the A7 was a brilliant feature, that has not been replicated by any other car manufacturer. There are multiple advantages and only one minor disadvantage. The Drive force to the road wheels is not transmitted through the wheel stud, but rather is transmitted by the 3 dowels (one of which is arrowed in red) on the brake drum. This dowel engages into a matching aperture in the roadwheel centre. The system continued until almost the end of A7 production, when it was replaced by the standard design.

Advantages:

- (i) The stud can be much smaller than it would otherwise be: i.e. 5/8" BSF is strong enough.
- (ii) Because the wheel stud has a much reduced load, it is possible to use a non-ferrous wheel-nut, which eliminates the risk of the wheel-nut seizing to the wheel stud, and also means that the nut will wear before the stud. It is, of course, much easier to change a nut than a stud.
- (iii) the wheel nut does not need to be fully removed when changing a wheel, a bonus on a dark night!

The fault of the design is that, in motor sport, the road wheel has been known to come off, without the nut loosening! This is because of two factors: (i) the wheel hub is made of quite thin metal, which can be bent by the forces of hard cornering, such that it opens up the hole, allowing the hub to slide over the tapered section of the wheel nut. (ii) The wheel nut itself is of quite narrow outside diameter.

As a result, the VSCC mandate that any A7 used in motor sport has fitted to each road wheel stud: (i) a wide outer diameter washer to spread the load of the nut over a larger area of the hub, and (ii) a steel self-locking nut.



Several of our fellow club members have had the misfortune to **lose a road wheel** whilst their Austin 7 is in motion, but what was more alarming, the detached wheel actually increased in speed when it became detached from the vehicle, and overtook them!

Why is this?

The answer is that the rotating wheel has stored-up **kinetic energy**. Kinetic energy is the energy an object has because of its motion, which can

be rotational. Energy can be stored, in just the same way that a compressed spring can push outwards when released.

Once the wheel detaches from the car, the stored kinetic energy, is no longer being used in moving the car forwards, and all the energy is available to rotate the wheel, so it speeds up.

Bodelwyddan in March, with the South Wales Austin 7 Club

Roly writes: I arrived at Bodelwyddan Castle Hotel at 16:00, 6.5 hours after setting off. Admittedly there was a 1 hour stop for lunch, but even so, it was 1.5 hours longer than expected.

First thing to happen on the day, I arrived in Morrisons car park in Leominster on time at 10:30, but no sign of David or Gerwyn. So I rang David, asked where he was. "At the back of the car park", said he. So I marched further round Morrisons car park, no sign of them anywhere. So then I said, "I am stood outside the main door of Morrisons, which way from there?" Back came the reply "we are at B&Q"!!!! They had changed the meet point and not told me. David has brought along his Sunbeam Rapier, and Gerwyn and Pauline were in their modern car. I was in my 1931 RN.

Anyway, we finally set off and aimed for the Castle Hotel at Bishops Castle for lunch. David has spent a lot of time plotting an interesting route and converting it to waypoints on his Garmin satnav. All was going swimmingly until at one junction we came across a road closed sign. Fortunately Gerwyn who knows Herefordshire like the back of his hand, took over the lead and after using many very small lanes we emerged on to a road that proudly proclaimed that Bishops Castle was just a few miles away.



Lunch over and done with, we re-traced our route back to the main road to one of the waypoints on the satnav. Set off again and as time drew on, I suggested that we go straight to the hotel rather than going up Horseshoe Pass and thence on by the Ponderosa Café. I don't think we would have seen much as there was a lot of low cloud and mist about.

We finally got to the Hotel, and I found the hotel room excellent, being very large, and the bed is enormous. So it was off to the bar now to meet the others.

Tuesday morning we gathered together for the first day's run. Ron Sadler had also come in his modern, and was therefore travelling with me for the various trips. Fortunately we tolerate each other very well!

Dafydd and Del Rhys were shepherding us today.



Our first stop was as at Llangernyw, where Howard Wright was found to be looking worriedly at his fuel tank as it was leaking. Yes it had a crack. Stuart Phillips provided some metal plastic padding material and that slowed the leak and it was finally stopped that evening with a further application of the sealant.

A visit to St Digain's churchyard, Llangernyw, with a yew tree reputed to be over 4000 years old. I noticed on the BBC program 'Pilgrimage', that the participants were filmed in the V of the tree.

When preparing to leave the car park, much shouting prevented my reversing into Stuart Phillips' car! A close one there....



Onwards and upwards to Betws-y-Coed. This was a coffee stop and chance for the ladies to peruse the shops.

Meanwhile Ron and I headed over the road to the Royal Oak Hotel for a pint. En route we found a chap taking his bird of prey for a walk!



Lined up ready to leave Betws-y-Coed. Then on to Swallow Falls.



Swallow falls with plenty of water and Stuart Phillips squidged through the turnstile. I have to say that if you couldn't fit through the turnstile, then you certainly would have had trouble getting down the steps to the viewpoint, I certainly found it challenging.



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On to Caurhun and St Mary's church. There is also a Roman fort called Canovium, this was excavated and covered up a few years ago. Trying to find it was like figuring out a Time Team post hole!



There were fabulous views along the River Conwy.

And that I think wrapped up our day, back to the hotel for bar and food.



Wednesday morning was a day shepherded by John Williams, we set off for Llandudno and after a coffee and comfort break we ascended the Great Orme. Stuart had issues with overheating and waved us all by. As expected it was bleak and windy at the top.



Stuart managed to get to the top after his engine had cooled down.



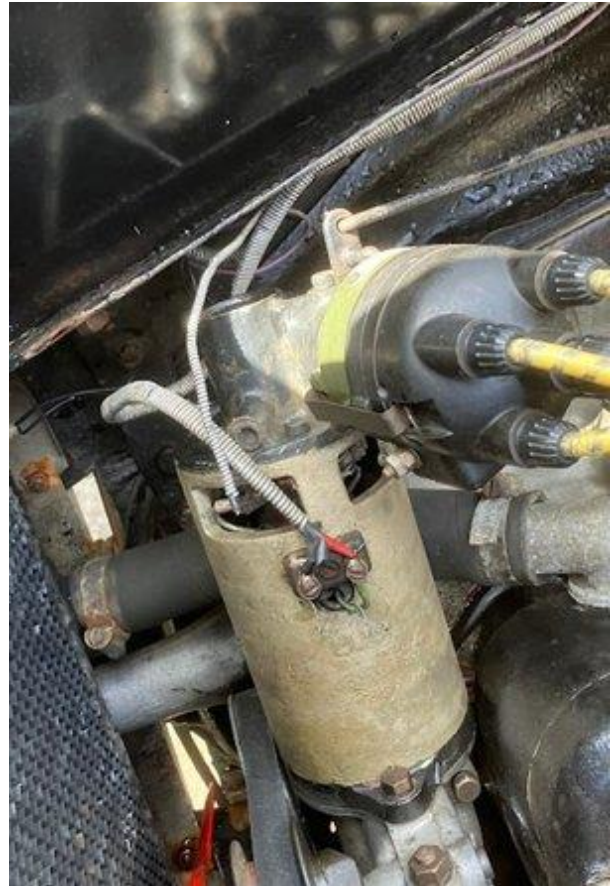
On to Conwy. Ron and myself yet again indulged in the comfort of a hostelry prior to taking a walk around the town. Here is the Telford suspension bridge, now closed to traffic.



It was the first time I had visited Conwy and I found it to be a very attractive and pleasant place to spend time in. When Ron and I returned to the car we arranged we would make our own way back to the hotel. I thought it would be a good plan to take the A55 but unfortunately found myself driving the wrong way and had to go to the next junction to turn around.

Thursday morning was organised by Dafydd and Del Rhys.

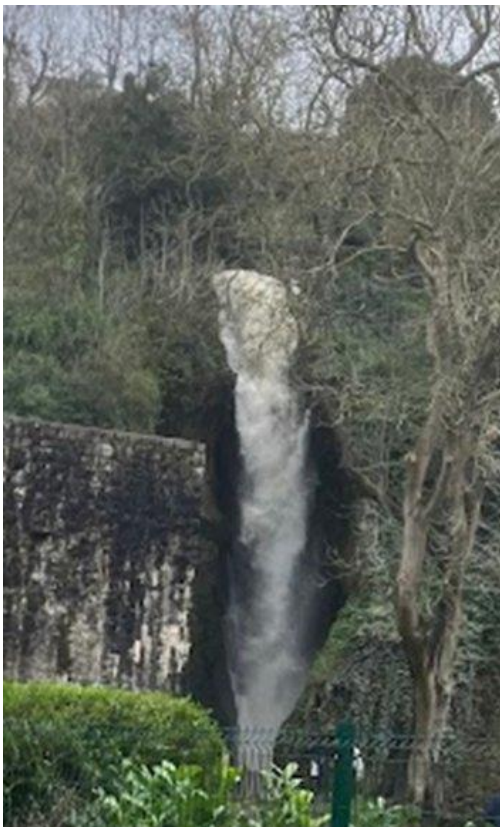
I set off early with John Williams and Howard Wright to get fuel in St Asaph, before we arrived John coasted to a halt by the side of the road...His ignition lead to the distributor had broken. I supplied some wire, Howard had a small screwdriver and John had a chocolate block connector and a repair was made and we were on our way again.



The rest of the group formed up with us in St Asaph and we set off on a scenic route. We stopped off for a coffee at Afon Wen, which used to be a mill. The coffee shop gently chided us for not pre booking! We were all gone by midday anyway.



We headed off to Mostyn Hall where the retired head forester gave an interesting, albeit windy and chilly, talk about the history of the estate. What used to be tens of thousands of acres is now about 3000 acres, with a proportion of sustainable forest which is used for heating the hall, local school and nearby village.



Next stop was Dyserth Waterfall, again plenty of water here to make the falls quite magnificent.

This completed the day and we returned through very heavy traffic due to an incident



which closed a local main road. Ron and I took the scenic route (not that we meant to!) back via Prestatyn and Rhyl.

The only other “mechanical opportunity” which happened during the week was Jonathan Bromley’s APE developing a flat battery. I lent him my charger and all was well by the morning.

The final evening gave an opportunity for a group photocall, less Dafydd and Del who had already left us.



Postscript. Stuart Phillips failed to continue with forward motion in the Llangollen area due to very alarming noises to his engine and had to be recovered home. He reports that:-



I have stripped down the engine and found two problems, one: the block was a bit loose, so was jumping about a bit. But the most strange thing was a wood screw, that somehow found its way on to the exhaust valve, so the valve was being kept open all the time, very strange, the only thing that I can think of was before we went to North Wales I adjusted the valves. Everything else looks good, the big end bearings are in first class condition with no sign of wear at all. I was very lucky, as the wood screw had lodged well in to the inlet valve seat, so that it kept the valve open, the tappet was unable to hit the valve stem, so no damage was done to the valve or the valve seat.



DAVID EDWARDS writes: I have recently returned from France, and retrieved the Speedex A7 special from one barn, and installed it in another barn closer to home near Ledbury. An adventure in itself.

I have taken a large number of photographs prior to dismantling for restoration. I hope to write an article about the retrieval adventure, and the first stages of the rebuild. Needless to say I have much to do by way of research and any advice from the club would be appreciated.





The Butchers Tale: Dave and Jenny Rusher

Approaching Newton Court Jenny said to me “Whatever you do don’t make eye contact with Frank or you will be doing the Drive it Day write up”. I responded with authority “Not a problem, it’s not going to happen this time!”

The first person we met inside was Frank.....And here we are!!

Not the first time we’ve been to Newton Court and, as before, we were impressed. The perfect venue to meet and prepare for the day to come. I believe we had a show of 15 Austins, plus Mike’s monster truck, which thought it qualified because it could only achieve a top speed of 35mph, and Stuart who came along with his Stag, probably so he could make sure Jeremy was taking care of his old car properly.

The loaded car park looked really good, but our line of mean machines couldn’t take all the credit. The equally impressive contingent of 2CVs were more than due their share.



Contender for newcomer and star of the days show would have to be Pat’s recent acquisition. I’m sure black and white cat or similar references would have become tiresome to him by the end of the day.



We got the signal, Gentlefolk, (have to say that nowadays): start your engines, and fortunately they all did. Peter, our oft-time leader, with trusty navigator Ben, was first away, because everyone wanted him to be.

A couple of miles out, around Brierley we settled down with spring coming into view. Frolicking lambs, thin layers of bluebells showing themselves, a close-call with an errant splattering of fertilizer from a tractor trailer turning in a nearby field. All the joys that nature has to offer.



Beyond this we met a couple of courteous cars which pulled over without issue, occupants waving with enthusiasm. In contrast, the cyclists. Not very happy at being inconvenienced by a host of entitled, zero road tax paying vehicles! Ironical huh!

Journeying on through to Dilwyn we nearly lost a car as we passed the pub. Gerwyn thought we'd finished already, and as I understand it Pauline had to do a fair amount of persuading to convince him otherwise.

Certainly a day to enjoy, with the weather behaving a lot better than recently, although there was plenty of water covering the roads in several places. Nothing too deep, or of great concern to negotiate though. Pretty much a typical Sunday drive through some wonderful countryside, encountering several recreational horses and riders, passing through pretty villages featuring desirable properties, particularly around Broxwood. We bought three houses during this trip!



We unexpectedly came to a halt close to Lyonshall. It became evident that Pete was having a discussion with a reluctant Range Rover driver. Apparently the mighty RR, or this one in particular didn't do reversing. Well, scary Pete stood his ground, politely asking him to manoeuvre into a position, without the inconvenience of reverse gear, in order that we could pass. Reluctantly he did.

Potholes. Just had to mention them! Yes, there were a lot and care had to be taken. We witnessed a masterclass in pothole avoidance, at one point being almost roused to applause

observing this deft performance only seen before on a downhill slalom course. Jeremy, we salute you!



Our stop off at the newly refurbished Casa Bianca at Whitney was welcome. Time for a quick catch up and engine rest. A new place for us personally, and we were impressed with the rickety old bridge and in particular the old troll at the end.

OBJ



OBJ

We refused to pay him though!

On toward Hay on Wye and Bredwardine. Wondrous views, with trees and hedgerows coming back to life, and hills in the distance. There was a brief encounter with a Tesco delivery van on a single track bridge. Peter immediately laid on the charm and before it developed, the issue never became one. Tesco man happily backed up and we happily waved to him.

Through Staunton and on to Weobley, although uneventful, we continued to enjoy the scenery and began to think that although it possibly didn't occur to him at the time, Butcher Brian was pretty lucky to experience this route as part of his working day.

On to the pub and final destination, much to the relief of a gasping Gerwyn. I reflected that the run had not been too taxing on the cars, and my thoughts turned again to the pesky pot holes we'd had to avoid throughout the trip. I also thought about the horses that we had encountered along the way and the steaming Vesuvius deposits they randomly left on the roads, which we also had to avoid. It made me think that if the owners were to condition their horses to target the potholes instead, it would go a long way to resolving the longstanding problem.

The atmosphere and meal at The Crown were excellent, everyone being in good spirits with conversation flowing, as all had made it back successfully, although we nearly lost Jeremy and Tess at the last turn.



It leaves me, on behalf of all, to thank Brian and Pat for their efforts in organizing and planning the day. Also, congratulations to Jeremy for winning the Number Plate draw and although in no way connected I would also like to belatedly congratulate both Jeremy and Gerwyn on recently becoming octogenarians, which I believe means they can now swim underwater, and more interestingly now have longer

tentacles, or something like that. A great day.

Webmaster and Distribution report

Well it has been a busy month for me. Albeit activity on the website and distribution has been limited to handle turning as necessary.

On the 11th April I travelled in the RN to meet up with Kip and Carmen for their monthly lunch meet, which is held at various venues. This month it was at the Royal Oak at Much Marcle.



These were the only two Austins to come this month. However Jeremy and Tessa, Nick Winter and my pal Mark Ball came along.



It was a fine lunch and convivial company. Time to go, and I dropped off my pal Mark at his home, carried on, and two miles later a car pulled out directly in front of me. A collision was unavoidable. I was bashed around inside the cabin, bending the dashboard forwards, and crushing the passenger seat. Amazingly I escaped with cracked ribs and a bad

gash to the leg. A passing doctor applied a tourniquet, and first aid was administered by a member of RH insurance who happened to be passing. After an overnight stay in hospital and an operation to patch up my leg I was released to go home.



The car, as you can see, was extensively damaged. It was recovered to a police pound, and was briefly held until the chassis number could be read. The other driver having admitted liability, meant that his insurance company was first to contact me, and said that they would take care of everything. I explained that the car was likely to be beyond economic repair, and that it had an agreed value. No problem said they. The car was removed to Prior's Motorworks, and Martin duly submitted a report to the Insurers. They immediately said that they did not know how to handle an agreed value car, and that it would be better that I contact my insurers who would in turn claim from them. This is the current state of affairs. Salvage Retention has yet to be discussed, but reading the Peter James Insurance website, this is indeed a thing. So fingers crossed.

Coincidentally, Michael and Gill Harcourt had an incident the same day and their car is also at Prior's Motorworks for remedial attention.

Roly Alcock

Kip writes Sixteen of us sat down to a very copious and friendly lunch on a day which was entirely suitable for a good turn out of our cars.... and this time we all made it safely home!



Roly writes:

Following on from having my RN box saloon wrecked in an accident, I have replaced it with a 1933 RP Saloon. It seems a very good solid car, and goes very enthusiastically. So much so I was sure the speedo was reading wildly fast. I checked it with a GPS

speedo to find that if anything the speedo is reading slow! Six Austins attended the Butchers Arms, plus a TR2 and a Jaguar XJS. The lunch was really enjoyable. I thought my car had developed a vibration on the way over, which I put down to the fabric coupling. Maybe the run over British Camp had angered it. By the time I had driven home, the rumbling and knocking noises which stop when the clutch is slightly pressed, showed it was clearly something more serious, like a loose flywheel.





Kip adds: The next N&N will be at The Dog in Ewyas Harold on Thursday 13. Please book direct with the Pub on 01981 240598. Some regulars, including Carmen and I, will be off on the Essex Club tour (The Only Tour Is Essex, TOTIE), so will not be there.

Roly has sold his TR3A at Brightwells Auctions, and took then to negotiating the purchase of a 1953 Citroen Light 15 from the same auction, think Maigret! The dogs hated the TR3A, too noisy and uncomfortable. They should like the Citroen.



Tail-lights *Bob G*

My driving instructor told me to pull over somewhere safe. After several minutes he asked me why I hadn't pulled over. I said 'we are still in Hereford'

For Sale



1930 RK Saloon, A very sound car which I have been preparing for my own use. Now has 12V electrics (an alternator) and flashing indicators. New front tyres, others serviceable.

Needs lots of TLC and a weekends work to get it back on the road. Offers around £6750. Only for sale due to my failing eyesight and the need of it's parking space.

Tel. Vince Leek 01985 21632

PS Vince is a luminary of the A7 community. He has taken cars across the Andes, and been involved with A7 record-breaking at Goodwood, and written quite a few books. He has also been the go to chap for fixing dynamos.

Club Regalia

Available at most monthly meetings from the Treasurer

Windscreen Stickers £ 2.00



Sew on Embroidered badge £5.00 (Previously £10)



Radiator badge



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HA7C website <https://www.ha7c.co.uk>

Herefordshire Austin Sevens Forum <https://www.facebook.com/groups/357904524672062>

Some other useful resources on the Internet

Austin Seven Friends	http://www.austinsevenfriends.co.uk/
Austin Seven Clubs Association	https://www.facebook.com/thea7ca/
The Federation of British Historical Vehicle Clubs	http://www.fbhvc.co.uk/
Austin Seven Group on FB	https://www.facebook.com/groups/8069487412
Cornwall Austin Seven Club	http://www.austin7.org/
Bristol Austin Seven Club	http://www.ba7c.org/
Dorset Austin Seven Club	http://www.da7c.co.uk/
South Wales Austin Seven Club	http://southwalesaustinsevenclub.com/
Red Cross Directory of Parts, Products and Services	http://oldcarservices.co.uk/

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Committee Meeting, held 21 May 2024

1 Those present:

Michael Ward - Chairman Frank Sibly – Newsletter Editor
Julie James – Treasurer & Membership Sec Pat Caine & Jan Haywood – Events
Bob Garrett – Secretary and Dep' Chairman Eddie Loader – Technical Advisor
Apologies – Roly Alcock – Webmaster

2 Minutes of previous meeting - held on 23rd January 2024

The Committee unanimously approved Version 2 of the previous Minutes incorporating all comments received as circulated prior to the meeting. A 'hard' copy of the approved Minutes was signed by Michael (Chairman) as a true record for the Secretary to keep on file.

3 Matters arising –

The Secretary ran through the ten actions contained in the previous Minutes and it was unanimously agreed that they had either been completed or were covered by this meeting's agenda

4 Chairman & Secretary –

Chairman:

- Michael thanked (and congratulated) Frank and Roly for joining the A7CA 'Scanning sub-Committee' and reported that it seemed that the Hereford club was the only club to respond
- Michael reminded the Meeting that Tuesday 25th June would be 'Bring your A7 evening' and that period dress was optional

Secretary:

- The Secretary circulated a lovely note that he had received from Anne Loader - thanking the Committee and all her friends in the Club for the beautiful flowers and card she had received regarding her recent encounter with the hospital. Happily, she says that she is feeling much better although very weak. The Meeting thanked Julie for organising the flowers and asked Eddie to convey the Committee's very best wishes to Anne for a swift and complete recovery
- Bob Garrett tabled two additions to Annex 2 of the Constitution as discussed at the previous Committee meeting. Both were unanimously approved by the meeting and he agreed to let Roly have a complete updated Version 7 of the Constitution for the club website

5 Finance and membership – Prior to the meeting, Julie kindly circulated a number of papers relating to Accounts and Membership.

a) Finance –

- Julie presented interim accounts for the current year that show the Club to be in a healthy financial state with a balance £1,256 at 15th May 2024
- The Meeting thanked Julie for preparing a set of mid-year accounts
- Drive it Day raised a £71 donation for the NSPCC, mainly due to the raffle held by Brian and Pat. Julie reported that £71 has been paid to the NSPCC
- The Committee expressed disappointment that not all Drive-it-Day entrants sported a 'Childline' rally plate. It was therefore agreed that in future, a voluntary entry fee would be considered – with all proceeds to the Charity nominated by the FBHVC

b) Membership –

- Membership fluctuated slightly since 2022-23, losing 6 members and gaining 6 new ones. So no change, with currently 51 paid-up 'Primary' memberships and 34 Partners/family/ etc, 4 Honorary Members plus Christian Montez. Total current membership therefore 90.
- Grey mag sales down from 24 to 15.
- Honorary Members 4

6 Events –

- Pat & Jan recently circulated an up-to-date schedule of HA7C events with a separate notification of the proposed visit to the Lynhales Nursing Home near Kington
- Roly circulates a full Event Schedule on the 1st of each month
- Pat alerted the Meeting to the Teme Valley Vintage Club event from 11.00 am at Bucknell SY7 0AH (between Knighton and Craven Arms)
- The 'Summer Picnic' on 7th July will no-longer be at the Hole in the Wall (no loos) but either at Hergest Croft (near Kington) or the Garden Centre in Wellington. Bob and Eddie to research respectively, compare notes and announce decision as soon as possible. Hopefully at May Club Night
- Michael informed the Meeting that the 'Chairman's Run' on 4th August is still in the planning stage. Details will be announced asap
- The Meeting agreed the Autumn Amble on 20th October will be organised by Bob G and more details will follow
- Following Frank's suggestion, It was agreed that Tim Bradley would be asked if he would kindly organise the 2025 'Drive-it-Day' outing
- Eddie suggested and the meeting unanimously agreed that we should formally record the Club's thanks to Pat and Brian for organising this year's very successful Drive-it-Day

7 Newsletter –

Frank (Editor) pre-circulated a number of questions about Crankhandle which were discussed in great detail. In particular –

- Possibly abbreviate the newsletter (e.g. omitting: Committee details, Club regalia, Logo or notes of Committee and AGM meetings)
- Shorter version, but published every month
- Delivery – As now, paper copy picked-up on Club Nights or paper copy posted
- Maybe a change of font size
- Perhaps include advertising
- Restrict 'Event' details to just those inspired by HA7C (but maintaining a complete list on Website)

A number of other suggestions were tabled at the meeting -

- Strive to always include at least one Technical Article
- Perhaps have a proof reader to avoid grammar and spelling errors

After considerable discussion the following decisions were unanimously agreed

- Abbreviated Newsletter - No
- Shorter but monthly Newsletter - No
- Delivery – Keep current arrangements
- Font size – Probably stick with Font 14 but happy for Editor to decide
- Advertising – No
- HA7C only events – Leave final decision to the Editor but Committee happy to have just HA7C inspired events listed in Crankhandle – so-long as a full list continues to be circulated to all Members on the 1st of each month and also maintained on the Club Website
- Aim to include at least one Technical article in each issue – Yes
- Proof reader to ensure continued high quality – Yes (Secretary)

The meeting undertook to provide a quick turnaround of comments on Draft V1 of these Minutes to enable the Secretary to let Frank have a version in-time for him to include in the May Crankhandle.

8 Technical Advisor's matters –

Eddie reported that:

- No 'Shed nights' had yet been arranged for 2024 but it was unanimously agreed that he would arrange a Summer and Autumn 'Shed Night', both at Frank and Sue's farm. Eddie agreed to speak to Frank and circulate dates and topics as soon as possible

· He continues to receive information requests from outside our club. He recently had enquiries about brakes and battery polarity to which he kindly responded. He even did a 'house call' in Gloucester

9 Webmaster's Report –

Roly was unable to attend the meeting but kindly pre-circulated the following note

- April QIQ renewal of Internet services £60.00
 - Website visits continue much the same as before, including many visits to the Technical articles
 - No technical problems encountered
 - Accidentally found myself on Howard Wright's (A7CA) scanning committee for having the temerity to ask what was entailed, but never actually found out
 - The Grey Mag continues to be distributed. 14 copies, but am ordering 16 copies in case of new members joining
 - PDF version of the Events calendar continues to be emailed out to the membership on the 1st of the month
 - Crankhandle emailed out to the membership on publication date. Ensure Derek Choppen has received it so that he can send out hard copy to those unable to access emails
- The meeting unanimously noted Roly's submissions, agreed his actions and wished him a swift recovery.

10 Club regalia –

Julie reported the following –

- Pin Badges: 50 purchased @ £75, 33 @ £2 sold, raising £66 to date with further 17 in stock
 - Brass Car Badges 20 purchased £300, 8 of 20 completed, 1 sold @ £20 and 1 reserved (awaiting payment).
- Rather a slow uptake, but hopefully this will gather pace, especially with new members

11 A7CA Update –

The Secretary reported that the Hereford Club was recently contacted by the A7CA - wondering if any of our members could offer advice on the matter of Companies House changing the filing options for "small and micro companies". He responded to Ruairidh (A7CA Secretary), that we were simply an unincorporated set-up - albeit with a comprehensive Constitution and had no experience of Limited Companies. Ruairidh thanked the HA7C for its response.

12 AOB –

1. Eddie - Shared his recent confrontation with RH Insurance regarding a £28 charge for late disclosure and read out RH's owners written reply; in case it might be interesting to committee members and possibly to other classic car owners. The matter was discussed and it was generally agreed that although Eddie decided not to make a claim, he nevertheless should have declared the collision. The Meeting agreed that it could be useful if Eddie were to run-through these events at a future Club Night
2. The Secretary and Julie - Informed the meeting of an urgent call-to-action by the FBHVC regarding the 9 May Government announcement of a wide-ranging consultation about the registration of historic vehicles <https://www.fbhvc.co.uk/news/article/dft-and-dvla-launch-call-for-evidence-around-registering-historic-classic-and-rebuilt-vehicles> The consultation asks 50 questions under 12 subject headings and covers all historic vehicles. The Federation has issued a Press Release explaining how it has set out its provisional position on each of the areas and is calling for our feedback in an online questionnaire. It was unanimously agreed that the Secretary would draft a response and circulate it to the Committee for comment before commenting to the FBHVC

13 Next meeting – Thursday 19th Sept 2024 KO 12.00 Noon at the Pilgrim Hotel, Much Birch.
There being no further business, the Chairman closed the meeting at 2.52 pm.

Summary of agreed Actions arising from the meeting -

- 1) BG - To let Roly have a complete updated Version 7 of the Constitution for the club website
- 2) EL / BG - to research Hergest Croft (near Kington) & the Garden Centre in Wellington respectively, compare notes and announce decision as soon as possible. Hopefully at May Club Night
- 3) MW - 'Chairman's Run' on 4th August is still in the planning stage. Details to be announced
- 4) BG – To plan the Autumn Amble on 20th October and provide Pat & Jan with details
- 5) BG – Ask Tim Bradley if he would kindly organise the 2025 'Drive-it-Day' outing
- 6) FS – To implement the Committee decisions regarding Crankhandle
- 7) All - To provide a quick turnaround of comments on Draft V1 of these Minutes
- 8) EL - Arrange a Summer and Autumn 'Shed Night', both at Frank and Sue's farm
- 9) BG - Draft a response and circulate it to the Committee for comment before commenting to the FBHVC on a range of issues relating to the registration of historic vehicles